



# THE HONGKONG TELEGRAPH, MONDAY, JUNE 18, 1894.

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HONGKONG.

Hongkong, 1st May, 1894.

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No Credit given for Bottles that look dirty or greasy, or appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

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Hongkong, 16th June, 1894.

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ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 18, 1894.

### POSTAL ECCENTRICITIES.

We are not exactly aware whether the officials of the Hongkong Post Office are supposed to be mere machines, the slaves of red-tape routine, or men with brains and thinking faculties which they utilise for the colony's benefit. From the course of wholesale and entirely inexcusable and inexplicable bungling and blundering which has for so many years been the leading feature in the gross mismanagement of this important department of the Public Service, the natural impression is that the Acting Postmaster and his satellites are living marionettes, moving along in the same old groove, without paying the

slightest regard to the interests of the community and utterly ignoring the dictates of reason and commonsense. The same may truthfully be said of most of the Government departments, but for sheer, fatuous idiocy the Post Office is fairly entitled to precedence. Here is the latest example of official intelligence from that autocratic bureau:—

In the *Government Gazette* of last Saturday appears a lengthy list emanating from the Post Office of what are styled "Dead Letters" with this foot-note added:—"The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers." Let us briefly glance at a few of these addressers who cannot be found. One of the first names we come to is Mr. Arthur, chief clerk at the Magistracy, at present at home on leave. Does it not strike the Acting Postmaster that this gentleman has left instructions at the Magistracy where his letters are to be forwarded to? Have the two letters addressed to Mrs. BEART, The Peak, been sent to Messrs. BUTTERFIELD & SWICK's, which is Mr. BEART's head-quarters? Surely the Postmaster could find Sir EDMUND CLARK's address without difficulty, and he ought to know that Mrs. Dixon, Kowloon, is the wife of the Government Marine Surveyor! The letter for Mr. W. JACKSON, Hongkong, would doubtless find its billet at Messrs. Lane, Crawford & Co.'s, and probably the Imperial Chinese Customs would not refuse the cover for Mr. J. NOBLE, Waglan. Mr. A. SATZ, the Clerk of the Councils, is one of the oldest of our Government servants, and yet a letter addressed to him is in the 'dead' list. Why not try the Colonial Secretary's office? Capt. R. H. SPENCER's letter will probably find him at the Mercantile Marine Officers' Association or on board the steamer *Kuang-ho*.

This list could easily be added to, but we have quoted enough to show how imperfect is the system that prevails and the methods that are adopted in 'running' the local Post Office. It may be argued by the officials of that department that they are not paid for thinking nor for using ordinary sense in carrying out their duties, nor for going one inch out of their way to favor or accommodate the public; they may plead that there are hard-and-fast rules in the office to which they religiously and rigidly adhere, regulations which, however ridiculously imperfect, are as inviolate as the sacred laws of the Medes and Persians. This is course is on a par with all the rest of the red-tape and stuck-up nonsense so distastefully prevalent in the other branches of the Service, and it ought to be severely wiped out without further delay. Government departments will be satisfactorily managed when thorough business methods are adopted, and not till then. As for the Post Office, nothing but reconstruction on a new basis can make that institution adequate for the needs of the colony.

**T E L E G R A M S .**

MORE HEREDITARY OBSTRUCTION.

LONDON, June 15th.—The House of Lords has rejected the *Disputed Wife's Sister Bill* by 129 to 120. The Prince of Wales voted with the minority.

THE MOROCCO DIFFICULTY.

A new Sultan has been proclaimed at Fez. No opposition was manifested.

THE COOLIE TRAFFIC TO THE STRAITS.

The following telegram has been received by His Excellency the Governor from Sir Charles Mitchell, Governor of the Straits Settlements:—

SINGAPORE, June 18th.—Resolved to stop temporarily all importation of Chinese coolies here. Ships clearing from Treaty ports after the 18th May (Fez) run the risk of exclusion of coolie passengers.

Please give publicity to this and warn the Consular Bodies at the Treaty ports by telegraph.

THE CYCLOON WARNING.

The Acting Director of the Observatory notifies that at 4.10 p.m. to-day the depression, previously reported in the Gulf of Tonkin, entered the coast to the east of Haiphong, and is moving north-westward.

DOCTOR Jas. Cannell arrived here this afternoon from Kobe by the *Verona*.

THE returns of the number of visitors to the City Hall Museum for the week ended, June 17th, were:—Europeans, 57; Chinese, 86; total 143.

THE British steamer *Pallas*, 2,091 tons net register, has lately been purchased in London by the *Malta* Co., for £5,500, and will be re-named the *Kichidate Maru*.

THE Canadian Pacific Railway Co.'s steamship *Empress of India* arrived at Yokohama at 7 a.m. to-day, and left again at 3 p.m. for the *Kobe*, Nagasaki and Shanghai.

THE Nagasaki *Rising Sun* says that the sudden Government demand made upon the fleet of the Nippon Yusen Kaisha has entirely upset the Co.'s regular services, and necessitates the chartering of a number of foreign steamers.

When you meet  
Upon the street  
A friend whose speech sounds thick and vague  
You safely guess  
Good whisky and a  
His disinfectant for the plague.

THE Japanese steamer *Toyou Maru*, late the P. & O. Co.'s *Takao*, on a trial trip, after having undergone a complete overhaul, at Nagasaki on the 6th inst., and on the 9th proceeded to Kochi to load coal for Singapore. The *Toyou Maru* is commanded by Captain Carter, who is the only foreigner on board, all the others being Japanese.

THE O. & O. S. Co.'s steamer *Gaile*, with mails, &c., from San Francisco to the 29th ulto., and Honolulu the 5th inst., has arrived at Yokohama, and will leave for this port to-morrow morning.

Beachcomber (entering office of *China Mail*)—Sir, I am out of employment.  
Editor—Can you read and write?  
Beachcomber—Yes, Sir.  
Editor—Then write me an article on "How It Feels to Work" and I'll give you ten cents.

CAPT. F. D. Goddard, of the Douglas Co.'s steamship *Halton*, was so seriously attacked by fever last week that he has been compelled to take a trip to Japan on sick leave. During his absence Capt. A. E. Hodges, of the *Formosa*, will take charge of the *Halton*. Capt. A. J. Robson assuming temporary command of the *Formosa*.

As we have previously mentioned, the Manila papers have been getting telegrams from Hongkong ever since the plague first assumed serious dimensions; and each telegram has asserted that the plague was decreasing, even while the figures were rising to 80, 90 and 100 deaths a day. On the 8th June, for instance, when everybody here was in abject despair at the persistent advance of the epidemic, the *Comercio* calmly stated—"new cases 65; deaths 91; total sick 230; most drastic steps are being taken; hundreds of houses destroyed; plague decreasing."

THE village of Van-Kou, near the military post of Phu-douan, in Tonkin, suffered seriously from the depredations of tigers a few weeks ago, and a grand *bafou* was organised for Sunday, May 21st, by the officers of the garrison. A large number of natives skinned about the jungle with tom-toms and other deadly weapons, to scare the fowls towards the spot where the officers were perched in trees ready to fire. Suddenly there was a fearful howling, and one of the beaters was found lying on the ground with his face smashed in. The tiger went away and left no address.

IT'S an ill wind that blows nobody good' and the plague which is ruining Hongkong is pouring a golden rain into Amoy. The steamers that formerly called here, but now pass this port going and coming, are purchasing their coal, ship-handlers, and other stores in Amoy. The three hotels there are prosperous and the stevedores worked to death. The tea market is lively and during the past four weeks no less than five small steamers for the Pacific coast and three for London via Suez have called for heavy cargoes of the tea. It is a pleasant thing to see prosperity next door, even if we have it not in our own house!

JOSSES do not seem in high repute at present owing probably to their inability to protect their one-time adherents from the plague. Anyhow, in the Police Court this morning one of decent proportions, together with a rosary and a full-faced time-piece, was valued at the moderate sum of \$10. The three articles had been annexed by an article of the prigging fraternity who was caught red-handed with the insignia of the profession in his possession—"Jenny." A friend had advised the defendant to "call" for the articles, but as the adviser was not forthcoming for his share of the transaction, Mr. Wodehouse sent the ingenuous genius up for six months' "hard."

On Saturday evening the London Lyric Company gave a very creditable performance of Pinero's "Sweet Livender," but met with most miserable support from the public; a fact doubtless owing to the inclemency of the weather and the short notice of their appearance. The "Lyrics" have always been well received here, and upon each re-appearance met with most cordial reception; consequently their farewell bows must have seemed to them dismal in the extreme. The cast played well together, however, despite the disheartening surroundings, and succeeded in working up a wonderful amount of enthusiasm from what may fittingly be described as empty benches. Evidences of the high regard in which some members of the company were held were not wanting; the stage door being fairly besieged throughout the evening by gallants whose knee-buckles seemed as limp as themselves. Even the "management" got off a bit of his base and wanted to dance with a shrill, and seemed greatly affected at parting. The shrill is laid up for repairs with a damaged ankle.

His lordship:—When do you go?  
Mr. McAuslan:—By the *Surat* on Thursday, the 21st June.

His lordship:—Why were you late?

Mr. McAuslan:—I lost the launch by two minutes, and came here at a quarter past ten.

His lordship:—That was very wrong of you; you might just as well have been two minutes earlier instead of later.

Mr. McAuslan:—I was looking for the manager to ask his permission, and in looking for him I was late for the launch.

His lordship:—Why did you not ask his permission before? You got your summons for the jury several days ago.

Mr. McAuslan:—He was away, on the trial of a new launch.

His lordship:—When was that?

Mr. McAuslan:—On Saturday.

His lordship:—Well, you had time enough, but as this has been a short case I will not inflict a fine—next time you may be fined \$10, to advise you in future to be two minutes before the launch instead of after. You are excused this time.

THE ASSAULT CASES ON BOARD THE "SELKIRK."

### IMPORTANT DISCLOSURES.

At the Magistracy to-day, before Mr. H. E. Wodehouse, Stewar Crowl and James Crowl, respectively master and mate of the Nova Scotian barque *Selkirk*, appeared to answer two separate charges of assault preferred against them by an able seaman named Patrick Flynn. (The case against the Captain was partially investigated on Saturday, when he was allowed on bail in two suits of \$500 each.) Mr. E. C. Ellis (Mr. Victor H. Deacon's office) appeared for the defendants and Mr. G. J. Phillips prosecuted.

For the Captain a plea of justification was set up, Mr. Ellis contending that no more than necessary violence had been applied for on such vessels as the *Selkirk*; discipline had to be strictly maintained.

Mr. Phillipps contended that the assault was a most brutal one and asked for a heavy penalty. He was surprised to learn that the defence should seek a plea of justification for so serious an offence. He would reserve sentence and in the meantime defendant would be allowed bail as before.

The case against the mate was then proceeded with. The chief witness against the defendants and in a more serious charge yet to be investigated stated:—I joined the *Selkirk* on 6th February last for a voyage from New York to Hongkong; signed on for three years. Every thing went right enough until the afternoon of the 13th of March when the exception of some cases of theft that occurred on board. A "fid" had also been lost and there was some trouble about it. All hands were on deck on the day mentioned. We were told there would be no watch below until the "fid" was found. I was standing on the main deck after having been beaten by the captain when the defendant accused me of being concerned in the thefts of provisions from the galley. I denied the charge and was then struck three times and knocked down. While lying there I was kicked and had my head bumped up the deck. Was covered with blood but tried to get up. Was told to lie there, and did not dare get up until defendant ordered me to do so about work. Told him I could not work; he was too "done up." While standing there defendant called a man named Kennedy from aloft and pointing to a lad on the deck said, "If you make that boy's life miserable in the forecastle, you have got nothing yet to what you will get." The mate's assault on me took place some few minutes after the captain had knocked me about; my eyes were bunged up and my head cut in three places where I had been kicked by the captain. Defendant was aloft then, but he

could easily have seen what took place. He was in a passion, but I was quite respectful to him. While defendant was knocking me about I think the captain was chasing Kennedy along the deck with a captain's bat, but he came round eventually and said to the mate, "What will do?" At 5 o'clock, I went below but could not take tea; was too ill. Felt the effects of the assault for three weeks afterwards. Have not been assaulted since that day; in fact, could do no worse. Neither captain nor defendant has approached me in connection with these charges; it was from the captain I got permission to come ashore here. All concerned were sober when these assaults occurred.

Cross examined: Although unable to work on the following morning I had to turn out, being told that only dead men were allowed to "lay up." Did share in some meat but did not know it had been stolen. When in the Harbour Master's office here the captain was told he was sorry for what he had done if I were innocent (of the thefts).

At this stage the proceedings were adjourned until 10 o'clock to-morrow morning, his Worship expressing a strong opinion that the Police should have been better posted in such serious cases when the question of ball came to be decided. Eventually two sureties of \$500 each in both cases were allowed, but these not being forthcoming, the men remain in custody.

At 10 o'clock the proceedings were adjourned until noon to-morrow morning.

THE PLAGUE IN HONGKONG.

### AN IMPORTANT DISCOVERY.

As it was with the epidemic of cholera in India a few years ago, so it is with the outbreak of the bubonic plague in Hongkong; a number of high-class scientists are flocking to these plague-stricken shores to study the mysterious disease and arrive at a clear understanding as to the circumstances which led to such fatal results. Among the scientists who have lately arrived from neighbouring countries are Doctor Kittoe, Chief of the Bacteriological Institute of Tokio, and Dr. Aoyama, Professor of Medicine of the Imperial University at Tokio. Doctor Verdin of the Corps de Santé Militaire des Colonies, an attaché of the Pasteur Institute at Saigon, has also lately joined the medical practitioners who are daily prosecuting their researches at the Kennedy-town branch of the Government Civil Hospital. Up to the present some important results have attended the investigations and it may, even at this early stage, be asserted that some of the appearances noted in the blood of plague-sickened patients by Doctors Lawson, Peary and James have, by the aid of the splendid instruments brought down by the Japanese doctors, been definitely proved to be due to the presence of bacilli. This interesting discovery has been made by the Japanese.

His lordship in passing sentence said:—You have been convicted of an offence for which you might be imprisoned for life; but I am not going to pass a long sentence on you, because I do not think it right that you should be kept here at the expense of the Government. You will therefore get a short sentence; but I shall recommend to the court to impose a fine of \$100.

The following jurors were sworn:—

S. A. Levy, H. J. M. de Carvalho, B. K. Me

# THE HONGKONG TELEGRAPH, MONDAY, JUNE 18, 1894.

by a promenade through a carefully kept garden. From the open doors on ventilated roofs the patients, no matter how ill, can see beautiful flowers and foliage and rest their weary eyes upon one of the liveliest bits of landscape gardening in Macao. In the female ward there is an isolated air, but there are women attendants (Chinese) who are bright, girlish, and sunny. One of them, who walked by my side shaking a basket of scent out of deference to my nostrils, could not have been more than fifteen years old, and she spoke very good English, and could state the disease and treatment of each of the patients.

The cells where the patients are confined are ventilated at either side and at the top. The beds are small but comfortable, and the coverlets are clean and of sufficient weight for any change in the weather. Each patient has a tiny teaset, a bowl, chopsticks and the other little table ornaments which the Chinese seem to think necessary. Every now and again the attendants sit beside them and fan them or place dampened towels on their brows, necks and chests. In some of the spaces were mildly insane patients, and it was noticeable that the attendants treated them with the utmost gentleness. All of the men and women admitted are charity patients, and therefore great credit is due to the Macao Government officials and the hospital attendants for their humane methods. A funeral was in progress while I was present and I was invited to attend the ceremonies, and at the same time told me that it would be rather disagreeable to the participants, so I declined. The marked respect shown throughout the curious celebration was worth remembering.

The kitchen is quite equal in tidiness to that of any English kitchen in the wealthiest home, and it was a pleasure to watch the cook carefully preparing "chow-chow." The patients are certainly well fed.

I happened to mention the "Tung Wah" hospital of Hongkong to Mr. Pacheco, who was so kind as to personally escort me through the building, and I asked him how he could explain the difference between the appearances of the two Chinese hospitals. He smilingly replied that the Macao affairs was inspected thoroughly by the Government officials, and they obliged the hospital authorities to see that it was kept clean and wholesome; and that it also was necessary that the Inspecting Government physician be shown through the hospital frequently and given a full account of all that transpired. This explanation of course put a different light upon everything, and proves that if the Chinese, whether naturally clean or naturally dirty, are absolutely bound to run an institution within certain regulations and taught that the word of the law must be carried out, they will live up to standing rules.

Just a line about the hospital housekeeping. Twice a day the floors of every ward are washed down with clear water and disinfectants, and the ceilings and walls are similarly treated. Every particle of furniture in the place is washed once a day, and the beds are dusted with a wet cloth. Clean bed clothing and towels are given out daily, and the patients are either bathed by the attendants or bathe themselves every morning and have a complete change of under-clothing.

After spending nearly half a day in thorough investigation I could find but one objectionable feature about the hospital and that is the unkept and haphazard arrangement near the entrance. When the warden spoke of this, she was reminded that "The Hongkong Telegraph" folks were too critical and too straightforward, but that the Macao officials and public generally would rather have the outspoken and disinterested opinions of its editor and staff than of anybody else."

MARGHERITA ARINA HAMM.

## REVIEWS.

The reader of the penny-dreadful or the devout worshipper of the peccy mouse would probably turn away in dismay at the mere sight of the great volume entitled *T. B. Browne's Advertising Press Directory and Newspaper Gazetteer*, 1894. Yet to the merchant and manufacturer desirous of finding new markets, to the politician glad to learn the growth of the Anglo-Saxon race, and to the student eager to watch the progress of civilization, this book is invaluable. It gives information respecting nearly every publication issued in Great Britain and its numerous colonies, and does it in a manner that is at once simple, comprehensive, and thorough. In addition to all this, the volume supplies a vast amount of facts relating to commerce, climate and the mercantile marine. Much of the information is as curious as can be. For example, the Fiji Islands, only a few years ago a restaurant, whose chief dish was raw missionary or boiled sailor, has now two newspapers, the *Leviuk* and the *Sava*. The natives of the Bismarcks have their regular paper, while in the Barbadoes there are three, and in the Bermudas two. The newspaper press revolves in Demerara and Grenada, Dominica and Honduras, St. Christopher and Turks Islands, Tobago and St. Vincent. It thunders where King Thebaw a decade ago immolated his victims; where tigers fought for supremacy under the shadow of the Himalayas; where Chakas assembled like Zulus and Lo Bengula his Matabeles. The parade of civilization begins with a barrel of rum, a bayonet, a printing-press and a missionary. The others come and go, but the press remains. To-day the world over it is the criterion of civilization. The *Advertiser's ABC*, published by T. B. Brown, 161 and 163, Queen Victoria Street, London, price 10s. 6d.

"Choshingura, or the Loyal Retainers of Akao," by Takeda Izuma, Miyoshi Shokaku and Nenki Seiryu, translated into English by Jukichi Inoue, and illustrated by Eben Tomioka, is a clever and praiseworthy attempt to put into our own speech one of the great historic dramas of Japan. The Thespian art of the East differs greatly from that of the West, yet nevertheless contains many admirable features. It is natural, if not realistic, and sinks rather from fidelity to fact than from melodramatic exaggeration. It is interesting *per se* and is well worthy of careful study. The present work reads well and smoothly and reflects credit upon the translator. It is neatly printed and the illustrations are, like nearly all Japanese drawings, handsome and effective.

At this time of the year, when almost every body in Hongkong who can get away is rushing off to Yokohama, Miyashita, and other popular resorts in the Land of the Rising Sun, no more appropriate advice can be offered than to buy a copy of the fourth edition of Murray's "Handbook for Travellers in Japan," which has recently been published. Like all of the publications of that house, this revised and augmented edition a popular work is a capital piece of book-making. Unlike many other guide-books, it is compact, complete, and up to date. It is of particular value in that it gives information concerning places and routes about which little or nothing has been known by the general public, and the twenty-six maps and plans and the numerous illustrations will be both interesting and useful to the traveller and student. By studying the volume carefully, a tourist can traverse the whole of the Mikado's country with less trouble and at smaller expense than by any other means. The authors, Messrs. Basil Chambers and W. B. Mason, deserve great credit for their work, especially for the

introduction of suggestions, a Japanese glossary, sketches of "joss" worship and festivals and other things which attract attention in Japan. In this wise the Handbook has a decided literary and utilitarian value. Messrs. Kelly and Walsh, Limited, are the local agents.

"India and Wonderland" by Otto D. Wheeler, a copy of which has been courteously forwarded by Messrs. Dodd, Mead & Co., is one of those clever American advertising publications which seek to develop railway-traffic by describing and illustrating in first-class style the country, cities, and scenery through which great lines pass. In the present case the author has a topic of absorbing interest in the country traversed by the Northern Pacific Railroad of the United States. It includes the landlocked waterways of the Pacific Coast, the great mountains of the Sierras and Rockies, the Yellowstone Park with its geysers and other volcanic features, the mineral lands of Idaho and neighbouring states, and the grain-fields which reach from the hills to the Mississippi. Much of this territory is so wonderful that the first accounts of it were considered apocryphal. The author does full justice to the subject in a brochure of too pages. The illustrations, in process and half-tone work, are above the ordinary, and enliven the descriptive matter. The paper, ink and press-work are admirable.

## THE LOSS OF THE "KOYO-MARU."

Captain W. Ehrhardt, who was in command of the Japanese steamer *Koyo-maru* when that vessel was wrecked off the Japanese coast, requests us to publish a rather lengthy explanation regarding that disaster, which we do in the cause of fair-play and as a matter of interest to our maritime readers, without, however, blinding ourselves to any opinion on whatever questions may be at issue. Captain Ehrhardt writes:

I should like to make known (through the columns of your valuable paper) the actual circumstances connected with the loss of the *Koyo-maru*, wrecked off the coast of Japan about six miles north-west of Katsuria on the night of the 4th May. Such a statement should doubtless be made before a properly constituted Court of Inquiry, but though I have made application thereto I cannot discover when or where such an inquiry is to take place, and as I am ineligible for service on a Japanese vessel until a decision has been arrived at, and cannot afford to remain without employment, I am compelled to adopt this means of giving publicity to the facts of the case as they concern myself before I leave Japan. A perusal of my statement will, I believe, be of service not only to my fellow captain and officers in this country, but also to Japanese shipowners—the latter as showing the necessity of the utmost care and attention in the choice of their officers and engineers, and to the former as proving the inadvisability of any shipmaster accepting a command in a vessel where he is the only European on board.

The *Koyo-maru* was an iron screw steamer of 1,349 tons register, formerly the *Orestes* of the Ocean Steamship Co., and purchased by the Kyodai-sho at Osaka. Referring to my log I see we left Otaru on April 20th at 8.30 p.m. and arrived at Hakodate on the 30th at 7 p.m. Left Hakodate the following day at 9.15 p.m. and arrived at Miyako on May 2nd at 2 p.m. Left again the same night at 10.30, passed Cape Kikkoan the following day at 9.30 a.m., Iwaboe-saki being passed May 4th at 9 a.m. at a distance of 28 miles. A course was then shaped S.W. by S. and again altered at 0.25 to S.W. by S. (no deviation). Good salmons had been obtained off Iwaboe-saki. Wind fresh from S.S.E. and increasing, and barometer falling rapidly.

After 31 miles had been made on this course, taking a probable strong N.E. set into consideration (a current of 16 miles had been experienced in 24 hours between Kinkasan and Iwaboe, or 6 knot an hour), at 1.30 p.m. it was blowing a strong gale from the South with frequent fierce squalls, and heavy rain, high confused sea and dense masses of vapour progressing at a rapid rate across the sky at such a low altitude as almost to touch the mast-heads. In consequence of this threatening aspect of the weather and anticipating a typhoon, I deemed it necessary to seek an anchorage, and accordingly headed the ship off the rock on the starboard tack, going slow, at the rate of 2 knots an hour by patent log, and making good a S.E. course after allowing for leeway and set of current. The patent log at 1.30 p.m. showed 390 miles, and after making 14 miles, or at 7.45 p.m., the wind had gradually veered round to S.W. and the ship had gradually come up to S.W.W. The sea by this time having sufficiently subsided to enable me to shape a course to take me into the sector of No-jima light. The wind then was at about 5 (Beaufort scale) and the weather clear. The patent log showed 404 miles, and the course was set W.S.W. To be quite sure I only allowed the vessel to have gone 1½ knot an hour off the land. There was no deviation on this course; and it should have put the vessel about 10 miles off Katsuria port. Shortly after 9 p.m. I left the bridge, leaving word with the third officer to be called when No-jima light was sighted, as I intended to slow down again so as to round the Futsu spit at daylight.

Being very tired I lay down fully dressed, as I am always in the habit of doing at sea, in the chart-room. Shortly after 11 o'clock I was called by the quarter-master and immediately went on the bridge to find that the ship was heading for it, being in fact already, too near, the breakers on the shore being plainly visible. I at once ordered the helm to be put hard-a-starboard and reversed the engines full speed, but these measures were too late, as the ship almost immediately went over a rock on which I estimate there must have been about 15 feet of water. This rock appears to be the only danger in the neighbourhood and is situated about one mile off the shore. There is nothing to indicate it on the chart.

The vessel struck twice at the after end, the shocks being barely perceptible. I heard the steam blowing off from the main boiler and the chief engineer reported that the engine room was flooded, a heavy sea having found its way down the skylight, and that the engines could not be moved further. In my opinion, however, there was no necessity to blow off steam, as the water was not sufficient to put out the fires. Our position now became a critical one, as there was still a high sea running, and the vessel rolling violently, with the seas breaking right across her, was slowly drifting on to the high cliffs lining the shore. The chief engineer, who was on watch at the time of the disaster, fearing an explosion, had opened the safety valve before the extent of the damage had been ascertained and without my orders, so placing the ship and our lives in the most perilous position. I had ordered the second officer, who by the way, was the only man who obeyed my orders throughout, to sound all round and the carpenter to sound the bilges. The chief officer I sent forward to get an anchor ready with what little steam was left, and at this operation I eventually had to assist myself. I found the ship after striking was in 10 fathoms of water. The anchor was at last let go, and 60 fathoms of chain paid out, to which she swung with her stern lashed in 9 fathoms.

After the first panic, chiefly amongst the crew, had subsided, I induced the engineers with much persuasion to pump the water from the engine-room, assisted by the sailors, and got up fresh steam. The bilges had been scoured, and

it was found that no water as yet had found its way into the fore and main compartments, but in the after end 8 feet was reported, the ship being about 3 feet by the stern. This was about 2 o'clock, the ship making water at the rate of about a foot an hour.

Had there been steam I am confident the vessel could have been saved, as she floated for 15 hours after striking, eventually sinking at her anchor. (On a previous occasion, passing through Shimondzaki Straits at spring tides, I had a similar experience with the steam, which was suddenly blown off the boiler, without notifying me, in order that a boiler-tube might be repaired, the ship helplessly drifting, but the anchor doing good service.) When the fact that water had found its way into the after hold reached the ears of the crew, they agitated and deserted from work and demanded to leave the ship. There was nothing left to do but to comply with their demands and attempt to launch the boats, two of which had already been smashed by heavy seas.

Preparations were now made for saving life, and I directed the chief and second officers to get the forward life-boats ready, and the third officer to stand by the quarter-boats. The launching of the forward boats being successfully accomplished, and a portion of the crew and passengers allotted to each, I went aft and stood by to abandon the vessel if necessary. She was gradually settling down aft, and rolling more violently, the seas breaking over her stern, threatening to carry away the woodwork to which the davit sockets were secured. The two forward boats having left the ship's side, I shortly afterwards proceeded ashore in the quarter boat, just before daylight. Our signals of distress during the night, rockets and blue lights, were unheeded by the fishermen of that locality owing to a superstitious fear that a monster had visited the neighbourhood. But in the morning all hands were safely landed with the fishermen's assistance through the heavy surf then running on the coast. On reaching the shore I immediately went to Kataura to telegraph for a tug. The vessel settled completely that afternoon about 5 o'clock. Two days after the accident the Japanese man-of-war *Amagi-kon* came to the scene of the wreck to render assistance, and I take this opportunity of thanking Commander G. Hayashi and his officers for their kindness in supplying us with food.

I cannot account for the accident, as I was sure of my positions, otherwise than by the opinion that the course I set was deviated, from 7.45 p.m. I ordered the ship to be kept away from the chief officer being on the bridge with me when I gave the order. The ship could only have reached her present position by a W. N. W. course having been steered.

## LATE TELEGRAMS.

CALCUTTA, May 28th.

On the evening of the 21st of May Messrs. Sutherland and Macara, Scotch missionaries, residing at Kalimpong, were captured by the Tibetans near Rinchinborg, whither they had made their way from across the Bhutan frontier. Fortunately for these gentlemen Mr. Wang, the Chinese frontier officer living at Cheng, chose to Rinchinborg, head of their capture and instantly sent off an officer and soldiers to rescue them. The Tibetan officials wished to detain them as prisoners, but to this Mr. Wang would not give his consent and at once despatched messengers to Mr. F. E. Taylor, the Commissioner of Chinese Customs at Yatung, requesting his advice as to what should be done. Mr. Taylor advised that the missionaries should be efficiently protected during the night and sent across the frontier with a Chinese guard on the following day. Accordingly they were escorted outside the barrier at Yatung, where they were allowed to remain in their tent during the night protected by a guard of Chinese soldiers, and on the following day they were safely conducted across the frontier.

BOMBAY, May 29th.

Shortly before 11 o'clock last night a fire broke out in a one-storeyed building used as shops by general merchants, situated near the Municipal Market. Information was at once telephoned to several fire-brigade stations, and Municipal fire-engines from Pydhonie, the Fort, Gowalia Tank, Byculla, and Chhinchpooch were promptly on the scene of the conflagration, which was soon put out, but not before the building and contents were completely destroyed. The damage done is roughly estimated at about one lakh of rupees. The origin of the fire has not yet been ascertained.

Captain F. Speck, of the P. & O. steamer *Brindisi*, one of the senior commanders in the service, died on Sunday of gout.

Three of the Ferro-pore prisoners have been discharged, the evidence against them not being deemed sufficient.

LONDON, May 31st.

The latest advices from Sofia state that the cavalry cleared the streets yesterday. The populace appear a regard those who are friendly to Prince Ferdinand as enemies of M. Stambouloff, though the rupture between the Prince and M. Stambouloff is officially denied.

PANAMA, May 31st.

M. Dupuy, in his statement to the Chambers to-day, said that the financial problem, and especially fiscal reforms, claimed the most urgent attention. Regarding the foreign questions, he said, the Ministry would vigorously defend the rights and interests of France.

SYDNEY, June 1st.

The Emperor Francis Joseph having refused to promise to release 100 persons to carry the *Coffle Marriage Bill*, the Hungarian Cabinet has resigned. The crisis is tantamount to a conflict between the Crown and the people.

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LONDON, June 1st.

A Russian legation has been established at the Vatican.

A serious commercial and financial crisis exists in Argentina, the gold premium being beyond three hundred. Various schemes for the payment of interest on the debt temporarily in paper instead of gold have been mooted.

In the House of Commons last night the motion of Sir W. V. Harcourt, that Government should have priority for the remainder of the session, was adopted by 234 votes against 217.

Mr. Fowler, replying to a question, said that the promotion of officers of the Indian Staff Corps was still a subject of correspondence with the Indian Government.

JUNE AND

"IMPROVEMENTS IN THE MANUFACTURE OF ARTIFICIAL MARBLES."

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to make agreements with the chiefs of the countries around the protectorate. A Sub-commissioner will also be appointed, whose duty will be to maintain the route to the coast. It was inexpedient, he said, that the British East Africa Company should retain the coast strip, but pending the negotiations which have been opened with the Sultan of Zanzibar with a view to regaining control over that part, the Government did not propose to consider the question of revoking the Charter of the East Africa Company. In conclusion, Sir E. Grey said that it was not the intention of the Government to ask for a vote for the construction of a railway in that region.

In the Commons last night Sir E. Grey said that Egypt had reserved her rights over the Equatorial province.

In reply to further questions, he said that the Anglo-French agreements of 1888 and 1894 contain no thing which in the consideration of her Majesty's Government conflicts with the recent British treaty with Italy regarding Harris.

JUNE 4TH.

There is a deadlock in Hungary owing to the refusal of the other Liberal leaders to join the Cabinet. M. Wekerle will probably again be summoned to form a Cabinet.

Latest advices from Bulgaria state that quiet has been restored at Sofia. The new Government has been well received in the provinces, especially in Roumelia.

The Russian press considers that the fall of M. Stambouloff makes no change in the position.

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# THE HONGKONG TELEGRAPH, MONDAY, JUNE 18, 1894.

## The Share Market.

### LATEST QUOTATIONS.

**BANKS.**  
Hongkong and Shanghai Bank.—100 per cent., prem, sales and sellers.  
The National Bank of China, Ltd.—on £800. paid up.—\$24, buyers.  
The National Bank of China, Ltd.—Founders' shares, nominal.  
The Bank of China, Japan & the Straits, Ltd.—nominal.  
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$4 buyers.

### CHINESE LOANS.

Chinese Imperial Loan of 1886 £—11 per cent. premium.

### MARINE INSURANCES.

Union Insurance Society of Canton—\$10 per share, sellers.

China Traders' Insurance Company—\$65 per share, buyers.

North China Insurance—Tls. 170 per share, sellers.

Canton Insurance Company, Limited—\$142 per share, buyers.

Yangtze Insurance Association—\$73, buyers.

On Tai Insurance Company, Limited—Tls. 15 per share.

The Straits Insurance Co., Ltd.—\$12 per share, sellers.

### FIRE INSURANCES.

Hongkong Fire Insurance Company—\$177 per share, buyers.

The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 5th instant for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. J. S. Bruce. Rev. & Mrs. Hamilton.  
Mr. & Mrs. Chapman. Mr. and Mrs. John Andrew and child.  
Mr. H. L. Dalrymple. Mr. W. Parfitt.  
Mr. Del Bianco. Mrs. Perkes.  
Mr. J. Dowling. Mrs. Robinson and children.  
Mr. F. East. Mr. Shadgett.  
Mr. Fullerton. Mr. F. H. Slagbok.  
Mr. G. Holmes. Mr. & Mrs. A. Findlay.  
Mr. Jones. Mr. Smith and family.  
Mr. MacLean. Mr. Stokes.  
Mr. Medhurst. Mr. G. L. Tomlin.  
Capt. and Mrs. Moore. Lieut. Welman.  
Mr. J. Rankin. Capt. & Mrs. Welman.  
Mr. Dipple. Mr. J. G. Wright.

## MAILS EXPECTED.

### THE AMERICAN MAIIS.

The O. & S. C. Co.'s steamer *Gaelic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 20th ultimo, leaves Yokohama to-morrow, the 10th instant, at daylight, and may be expected here on or about Sunday, the 22nd instant.

The P. M. S. C. Co.'s steamer *City of Peiping*, with mails, &c., left San Francisco for this port via Yokohama, on the 7th instant.

### THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 5th instant for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong.

## STEAMERS EXPECTED.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 8th instant, and may be expected here on the 26th.

The Glen Line steamer *Glenishiel*, from Antwerp, London and Straits, left Singapore for this port on the morning of the 13th instant.

## Shipping.

### ARRIVALS.

THALES, British steamer, 320, H. Bathurst, 17th June,—Taifanloo 14th June, Amoy 18th, and Swatow 16th, General.—D. Laprade & Co.

MASUYASHI MARU, Japanese steamer, 1,244, S. Onishi, 17th June,—Whampoa 17th June, Ballast.—Order.

SVERRE, Norwegian steamer, 1,111, C. A. Lodding, 17th June,—Odessa 6th May, General.—Blackhead & Co.

NANVANG, German steamer, 1,059, F. Schulz, 18th June,—Wuhu, and Chinkiang 14th June, Rice.—Stenssen & Co.

CANTON, British steamer, 2,044, C. L. W. Field, 18th June,—London via Bombay 3rd May, General.—P. & O. S. N. Co.

ACTIV, Danish steamer, 335, H. W. Storm, 18th June,—Pakhei 14th June, and Holbow 16th, General.—Arbold, Karberg & Co.

MONGKUT, British steamer, 859, Chas. Stanham, 13th June,—Bangkok 7th June, Rice and General.—Yuen Fat Hong.

NORMANHURST, British steam-launch, 55, Anchal, 1st June,—Sandakan 26th May.

PEMPTS, German steamer, 1,547, P. Cornelius, 14th June,—Majl 8th June, Coals.—Stenssen & Co.

PRAYA, 130, Captain MacIsaac.—Hongkong Government Tender.

PROPTON, British steamer, 1,387, W. H. Fairand, 13th June,—Saigon 6th June, Rice, Hongkong.

RAVENNA, British steamer, 1,015, F. Cole, 16th June,—Bombay 31st May, Mails and General.—P. & O. S. N. Co.

RIO, German steamer, 1,102, C. H. Davidsen, 16th June,—Saigon 12th June, Rice.—Wieler & Co.

STRATHLEVEN, British steamer, 1,588, Coal.—Dormack, 13th June,—Moj 7th June, Coal.—Dowdell, Carill & Co.

SYDNEY, French steamer, 2,133, Delacroix, 13th June,—Marseille 11th May, Singapore 7th June, and Saigon 10th, Mails and General.—Messageries Maritimes.

TAILER, German steamer, 828, J. Calender, 14th June,—Saigon and Dell 10th June, Rice and General.—Meyer & Co.

VICTORIA, British steamer, 1,992, John Pantos, R.N.R., 8th June,—Taicono 15th May, Victoria 16th, Yokohama 1st June, Kobe 3rd, and Moj 4th, General.—Dowdell, Carill & Co.

WATERLOO, British steamer, 1,249, Smith, 9th June,—New York 8th December, Kerosene Oil.—Shewan & Co.

DEPARTED.

Per *Priam* from Shanghai for Singapore.—The London Lyric Company. From Shanghai for London.—Mr. & Mrs. Keates and two children. From Hongkong for London.—Mr. and Mrs. Chapman, 3 children and amah, and Mrs. Miss, and Master Speeby.

CLEARANCES AT THE HARBOUR OFFICE.

Hongkong, French steamer, for Holbow.

Arake Maru, Japanese steamer, for Nagasaki.

Activ, Danish steamer, for Holbow.

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From Hongkong for London.—Mr. and Mrs. Chapman, 3 children and amah, and Mrs. Miss, and Master Speeby.

HONGKONG DAIRY FARM CO., LIMITED—\$10 per share, sellers.

HONGKONG GAS COMPANY—\$125 per share, buyers.

HONGKONG IRON COMPANY—\$78 per share, sales and buyers.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED—\$40 per share, sales and sellers.

HONGKONG BRICK AND CEMENT CO., LIMITED—\$5 per share, sellers.

THE GREEN ISLAND CEMENT CO.—\$61, sales and buyers.

THE HONGKONG ELECTRIC LIGHT CO., LIMITED—\$45, buyers.

THE HONGKONG STEAM LAUNDRY CO., LIMITED—\$25 per share, nominal.

THE HONGKONG HIGH-LEVEL TRAMWAY CO., LIMITED—\$65, buyers.

CAMPBELL, MOORE & CO., LTD.—\$4 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. .... 2/12  
Bank Bills on demand ..... 2/12  
Bank Bills at 4 months' sight ..... 2/12  
Credits at 4 months' sight ..... 2/12  
Documentary Bills, at 4 months'

sight ..... 2/12

ON PARIS—  
Bank Bills on demand ..... 2/63  
Credits at 4 months' sight ..... 2/70

ON INDIA—  
T. T. .... 192

On Demand ..... 193

ON SHANGHAI—  
Bank, T. T. .... 73/2

Private, 30 days' sight ..... 74/2

Sovereigns (Bank's buying rate).—\$9.40

Silver (per oz.) ..... 25/2

## VISITORS AT THE HONGKONG HOTEL.

Mr. A. Andizzone. Mr. G. W. Lake.  
Pro. T. Ayama. Mr. R. Lyall.  
Rev. S. A. Bayles. Baron and Baroness Ladusio.  
Mr. P. C. Birch. Mr. J. McCall.  
Dr. J. P. Bodkin. Mr. J. R. Mees.  
Mr. H. W. Brookbank. Mr. James D. Millar.  
Mr. G. Clarke. Mr. T. Mitchell.  
Dr. V. Danenberg. Mr. W. Miganoto.  
Mr. E. Davies. Mr. E. H. Moreton.  
Mr. Sam Davis. Mr. A. D. Mutter.  
Mr. A. Deltach. Mr. Wilbroski Nieper.  
Mr. W. A. Duff. Dr. Y. Okada.  
Mr. W. F. Ellis. Mr. W. Ring.  
Mr. O. Faistic. Mr. S. Rustomjee.  
Mr. G. Fenwick. Mr. A. D. Mutter.  
Mr. D. Galvao. Mr. E. Payne.  
Dr. T. Ishigami. Mr. S. Say.  
Mr. C. A. Jung. Mr. P. B. Vander Byl.  
Mr. I. Kinghorn. Mr. C. F. Vander Byl.  
Dr. Kinsella. Mr. C. F. Vander Byl.  
Pro. L. Killasato.

A MAIL WILL CLOSE—  
For Holbow, Singapore, and Bangkok.—Per *Mongkuo* to-morrow, the 10th instant, at 9 A.M.  
For Swatow, Amoy, and Taifanloo.—Per *Thales* to-morrow, the 10th instant, at 12.30 A.M.  
For Shanghai, Kobe, and Yokohama.—Per *Kemun* to-morrow, the 10th instant, at 12.30 A.M.  
For Fochow, Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* to-morrow, the 10th instant, at 3.30 P.M.  
For Manila.—Per *Himalaya* to-morrow, the 10th instant, at 4.30 P.M.  
For Yokohama and Holog.—Per *Activa* on Wednesday, the 10th instant, at 11.30 A.M.  
For San Francisco.—Per *City of Rio de Janeiro* on Wednesday, the 10th instant, at 11.30 A.M.

## Post Office.

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## FOR AMoy.—Per *RIO* on Wednesday, the 20th instant, at 3.30 P.M.

For Europe, India, &c., via Bombay.—Per *Satsum* on Thursday, the 21st instant, at 11 A.M.  
For Singapore.—Per *Frigga*, on Thursday, the 21st instant, at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona* on Friday, the 22nd instant, at 5 P.M.

For Europe, &c., &c.—Per *Boyan* on Monday, the 25th instant, at 2.30 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 4th July, at 11.30 A.M.

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